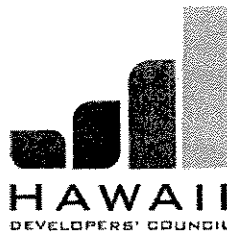


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April 2, 2008

The Honorable Ann Kobayashi, Chair and Members
Executive Matters Committee, Honolulu City Council
City and County of Honolulu, Honolulu Hale
Honolulu, Hawaii 96813

Subject: Bill No. 10 (2008) Relating to Transit Oriented Development

My name is Dean Uchida, Board Member and Legislative Chair of the Hawaii Developers' Council (HDC). We represent over 250 members and associates in real estate development-related businesses.

The mission of Hawaii Developers' Council (HDC) is to educate developers and the public regarding land, construction and development issues through public forums, seminars and publications. It is also the goal of HDC to promote high ethics and community responsibility in real estate development and related trades and professions.

The Hawaii Developers' Council supports Bill No. 10.

The purpose of the bill is to amend the Land Use Ordinance to provide guidance on how to determine zoning regulations for areas around each transit station. The planning process shall be open, inclusive and visionary, and shall strive to increase the quality of life through rejuvenated community character (including place-making opportunities), preservation and enhancement of historic, cultural, scenic, natural and other community resources and landmarks, while understanding the relationship between zoning, financing and real estate market dynamics.

We understand the desire to be inclusive and allow each neighborhood or transit station develop its own identity in and around the TOD. However, we believe that the bill should contain a more structured approach by at a minimum including a listing of elements that are prevalent in successful TOD's. This would assure a consistent approach to developing TOD's while recognizing the individual needs of each neighborhood.

We also believe that the bill could be strengthened by clarifying or adding the following:

1. Providing a finding or statement that clearly identifies transit and transit oriented development as "growth management tools." It is not about improving traffic or reducing travel time in the future. Used properly, these tools effectively focus growth in identified areas while preserving agricultural and open-natural resource lands to enhance the overall quality of life for all residents on Oahu.

2. Providing some context, time frame or planning horizon on how the TOD ordinance is envisioned will be implemented over time. This is important as the initial operating segment of the system will take some time to be constructed after the expected 2009 groundbreaking.
3. Identification or discussion of the range of public-private partnerships and incentives that could be considered in development of a TOD.

Finally, we believe the other TOD related bills (Bills No. 11, 12, and 13) should be deferred as Bill No. 10 provides for an inclusive and comprehensive process. It is possible that some elements of these three bills could be incorporated into Bill No. 10 as elements that should be considered in the Neighborhood Plan and Special Transit Oriented Development Districts.

Thank you for this opportunity to express our views.